

CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

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SUBJECT Monchegorsk Airfields

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THIS IS UNEVALUATED INFORMATION

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1. An airfield was located in a woods, 8 to 10 km north of Monchegorsk (67-56N, 32-58E), Murmansk Oblast, near the railroad line to Murmansk (68-58N, 33-05E).
2. Clearing of the woods started in the spring of 1946. A clearing of about 1 x 1½ km was completed by the fall of 1947. Expansion work at the field was to be resumed in the spring of 1948. A road from the airfield to Monchegorsk was under construction.
3. An airfield, about 1,500 meters square, was on the southern shore of a small lake, about 500 meters east of the north-south railroad line. The field had a concrete apron inclining toward the lake and another concrete apron, about 400 meters square, on its southern edge. An east-west concrete runway was under construction. Four hangars, each about 50 x 80 meters, were under construction in the southeastern section of the field, adjacent to the concrete apron. Soviets said that the field was to be put into operation in October 1948.
4. An improvised airfield was located north of Monchegorsk, east of the railroad line to Enayala (68-08N, 33-19E), and northeast of a railway bridge. Maintenance work was done regularly on landing field. Twelve aircraft revetments were on the edge of the field. The field was not occupied. Commercial planes made intermediate landings at the field one to three times a week.

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25 YEAR RE-REVIEW

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5. An airfield was located about $1\frac{1}{2}$ km northwest of Monchegorsk. It was observed that aircraft took off and landed at the field. A Soviet captain stated that there was daily air traffic to Spitsbergen.*

Comment: It is assumed that the improvised airfield north of Monchegorsk, which was known to exist during the war, was improved. It is not clear whether one large airfield for land planes and seaplanes or two airfields close to each other are concerned. Apparently only commercial planes landed at the field during the period of observation.

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